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CITY OF
FORT LAUDERDALE

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office-Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, January 26, 2006, 1:30 p.m.

<u>Board Members</u>	<u>Present/Absent</u>	<u>Cumulative Attendance</u> 1/06 – 12/06	
		<u>Present</u>	<u>Absent</u>
1 William Aston	P	1	0
2 Bunney Brenneman, Chair	P	1	0
3 Robert Iversen	P	1	0
4 Cynthia McDonald	P	1	0
5 John McKaye	P	1	0
6 John Milledge	P	1	0
7 Bernie Petreccia, Vice Chair	P	1	0
8 Christopher Pollock	A	0	1
9 Joseph Scerbo	P	1	0
10 Steve Stella	A	0	1
11 Sharon Woods	P	1	0

Airport/City Staff

Clara Bennett, Airport Manager

Mark J. Cervasio, Assistant Airport Manager

Carlton Harrison, Airport Operations Aide

Florence Deardorff, Airport Operations Aide

Rufus A. James, Airport Operations Aide

Debi Donato, Administrative Assistant

Fernando Blanco, Acting Airport Engineer

Bruce Larkin, Director of Business Enterprises

Vicki Minard, Assistant City Attorney

Assistant Fire Chief Stephen McInerny, Fort Lauderdale Fire Department

Jamie Opperlee, Recording Secretary

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Visitors

Joan Kuntz, Sheltair
Dave Bardt, Kimley-Horn & Associates
Sady Diaz, Dickey Consulting Services
Larry Coleman, Assistant Director, Leigh Fisher Associates
Julie Gueho, Leigh Fisher Associates
Bonnie Schultz, FAA
Enrique Rivera, FAA
Don Campion, Banyan Air
Jeff Collins, Collins Development
Marcia Gallagher, Tamarac Resident
Allan Siegel, Broward County Aviation Department
Patricia Ross, Ross Southern Properties
Lorri Dunne, America's Capital
Sheryl Dickey, Dickey Consulting Services
Commissioner Christine Teel

The meeting was called to order at 1:30 p.m. by Chair Brenneman and roll was taken.

1. Approve Minutes of December 8, 2005 Meeting

Chair Brenneman noted a spelling error on the final page and noted the correct spelling was "Leigh Fisher."

Motion was made by Mr. Petreccia and seconded by Mr. Aston to approve the minutes of the December 8, 2005 meeting as amended. In a voice vote, the motion passed unanimously.

2 Presentation: Leigh Fisher Associates – FLL Master Plan Process

Mr. Larry Coleman, Assistant Director, Leigh Fisher Associates, explained the Phase I Master Plan Update:

- ❖ Phase I Starting Point
 - Baseline assumptions
 - Other factors affecting the baseline assumptions
- ❖ Phase I Scope
 - Specific examinations included in the scope of work
 - Other core facilities to be evaluated
- ❖ Preserving for future north parallel runway
 - Benefits of preserving the option

- Drawbacks to preserving the option
 - Findings: recommend preserving the option
- ❖ Decommissioning Crossway Runway 13/31
 - Capacity
 - Operational factors
 - Alternative land uses
 - Findings: more achievable in conjunction with north parallel runway
- ❖ Future role of general aviation at FLL
- ❖ West side land use
- ❖ Core facility development plans
 - Near Term Plan – next 10 years
 - Option A: Preserves for future options
 - Option B: Incremental development
 - Option C: Enhanced service levels
 - Long Term Plan – 2020 and Beyond
- ❖ Factors affecting program affordability
 - Core drivers
 - Basic choices
- ❖ Financing capacity findings
 - Airline cost per enplaned passenger
 - Debt per enplaned passenger
 - Landing fees
 - Business arrangements with airlines can change over time
- ❖ Next steps
 - Public outreach
 - Brief Board on results and recommendations
 - Board selects preferred plan

Mr. Iversen asked if the airport envisioned becoming an international hub. Mr. Coleman stated they anticipated international activity, but did not envision becoming an international hub. Mr. Iversen asked Mr. Coleman if the new gates would be owned by the county and leased to the carrier, or owned by the carriers. Mr. Coleman explained that it was preferable for the county to maintain control of the gates. Mr. Iversen asked where the approach patterns were addressed; he wondered how adding another runway and changing approach patterns would affect FXE. Mr. Coleman said the approach patterns were within the FAA's domain. Mr. Coleman did not believe that approach patterns would need to be shifted toward FXE, but approach patterns would be part of the Part 150 Study.

Mr. Milledge asked if a macro cost comparison would be performed for each option. Mr. Coleman explained that costs and possible forms of financing would be presented to the Commission. Mr. Milledge asked at what point in the process they would seek Airline

approval. Mr. Coleman said they had met with the airlines yesterday for the first time; the county would need to get approval from the airlines to implement certain elements of plan. Mr. Milledge said he did not understand the term "preserving the option of the north runway" in Mr. Coleman's presentation. Mr. Coleman said that initially the county wanted to determine if it should consider the option of the north runway. The continuing EIS process would recommend a north parallel only alternative and a north parallel in combination with two versions of the South runway. Chair Brenneman asked if Mr. Coleman recommended preserving the option of the north parallel runway. Mr. Coleman felt that this option should be preserved for the long-term at least until the EIS process was concluded.

Ms. Marcia Gallagher, Tamarac resident, asked Mr. Coleman if the north runway ran east and west for additional arrivals and departures. Mr. Coleman explained that if there was a new runway in the future, it would be used primarily for arrivals and the existing runway would be used for departures.

3. NW 21 Terrace/NW 15 Ave. Drainage Improvements – Contract Award

Mr. Blanco reported that this project was part of FXE's continuing drainage improvement program, calling for the re-grading of swales along NW 21st Terrace and NW 15th Avenue to minimize erosion. Mr. Blanco described the specific components of the project and informed the Board that two bids were received. Tenex Enterprises, Inc. was the low bidder, and their bid of \$364,753 was approximately 10% above the engineer's estimate. Mr. Blanco noted that Tenex had performed prior work for FXE and that work was completed on time and within budget to the City's satisfaction.

Mr. Blanco informed the Board that funding was available from the Florida Department of Transportation Joint Participation Agreement for reimbursement of approximately 80% of eligible project costs and from the Airport's approved CIP.

Mr. Blanco confirmed for Ms. Woods that they had received six bids in total and had been comfortable with Tenex's because of their prior history with FXE.

Staff recommends: Award the contract to Tenex Enterprises, Inc, in the amount of \$364,753.00, and recommend the contract to the City Commission, subject to review and approval by the Board and the City Attorney's Office.

Motion was made by Mr. Petreccia and seconded by Mr. Scerbo to approve the staff recommendation. In a voice vote, motion passed unanimously.

4. Parcel 2A Site Plan Revision

Mr. Cervasio informed the Board that Ross Southern Properties, LLC leased Parcel 2A at Executive Airport under the terms of a Lease that commenced on April 1, 2005 and expired on March 31, 2035. Annual rent for the property was \$17,124.30.

Mr. Cervasio reminded the Board that at the October 28, 2004 AAB meeting, the Board unanimously approved a site plan for Phase I and Phase II. Ross's intention was to use this space for a Part 141 flight school, to provide college level academic classes related to aviation, to operate aircraft and power plant technician training programs, flight training, construction and operation of hangars to conduct business of rental space for aircraft storage, and the operation of Professional Air Charter, an FAA Part 135 air taxi service.

Mr. Cervasio explained that Collins Development had submitted a slightly revised site plan that was nearly identical to the approved site plan except for a slight reduction in office/classroom space and hangar size. They had also proposed the installation of two 12,000-gallon underground storage tanks for the refueling of aircraft. In accordance with FAA guidelines and the Airport's Minimum Standards, they would only be allowed to engage in self-fueling and must obtain a self-fueling permit prior to engaging in fueling operations. Mr. Cervasio assured the Board that a self-fueling permit holder was only allowed to fuel aircraft owned or under exclusive written lease to the permit holder.

Mr. Cervasio stated that staff had reviewed the site plan and agreed that the proposed operation met or exceeded the requirements of the Minimum Standards and the layout did not appear to create any issues with regard to the safe and efficient operation of the Airport.

Staff Recommends: One year approval of the conceptual site plan for Parcel 2A, subject to all appropriate City building requirements.

Mr. Iversen asked if there were provisions in leases regarding landscape trees on airport property to ensure the maintenance of the tree canopy. Ms. Bennett explained that new construction was subject to review by the City for landscape design and must meet City code requirements. She also noted that the industrial park properties at FXE had their own setback and landscape requirements. Mr. Milledge suggested that native, more naturally hurricane resistant tree varieties be encouraged for new plantings.

Mr. Petreccia asked if the proposed storage tanks were normal for a hangar that size. Mr. Cervasio said that since they were operating a flight school, they would use quite a bit of fuel. Mr. Milledge agreed that for a flight school there was a constant demand for topping up the tanks.

Motion was made by Mr. Scerbo and seconded by Mr. Petreccia to approve the staff recommendation. In a voice vote, motion passed unanimously.

5. Property Improvement Appraisal Services – Contract Award

Ms. Donato informed the Board that the Internal Audit Department had recently recommended that FXE implement a process to verify that each lessee was carrying the appropriate level of insurance. Staff had worked with the Procurement Services Department to find a qualified appraiser to determine the value of existing improvements on each lease.

Ms. Donato reported that real estate appraisal services were bid in September 2005 and 5 bids were received. The low bidder was SignValue, Inc. of Mesa, Arizona. Staff was recommending rejection of that bid because they only create appraisals for billboards. The next lowest bidder was MAXIMUS, Inc., headquartered in Virginia, with a bid of \$27,000. Staff had reviewed the bid and found the unit price and reference checks for the company to be satisfactory.

Staff recommends: Rejection of the low bid submitted by SignValue, Inc. since they only create billboard appraisals and award the contract to MAXIMUS, Inc., in the amount of \$27,000, for real estate appraisal services, and recommend the contract to the City Commission, subject to review and approval by the Board.

Ms. Donato suspected that the considerable range of the bids was caused by the fact that some appraisal services were offering bids for complete market value appraisals, which they had not requested; they had only needed appraisals for actual building replacement costs.

Ms. Donato informed Mr. Petreccia that the City uses RFP Depot to advertise bids.

Motion was made by Mr. Petreccia and seconded by Ms. Woods to approve the staff recommendation. In a voice vote, motion passed unanimously.

6. Assignment of ACP Office I, LLC Lease for Lots 22, 41 and 42 to TPF VI LLC, a Delaware Limited Liability Company

Ms. Bennett announced that ACP Office I, LLC leased Lots 22, 41 and 42 in the Industrial Airpark by a lease agreement dated May 6, 1993. This lease had a 50-year term with an option to extend for another 35 years. Current annual rent was \$249,740 and was adjusted every three years with the next adjustment scheduled for August 1, 2007. Ms. Bennett added that the property had been improved with the construction of a 140,000 square foot building on Lot 42 and an automobile parking lot on Lot 22.

Ms. Bennett informed the Board that ACP had asked to assign its ground lease to Mainstreet Capital Partners, Inc. Staff had also received a letter from the President of Mainstreet, providing notice of their intent to acquire the ground lease. For this purposes, Mainstreet had

established TPF VI LLC. Ms. Bennett noted that this type of assignment was permitted under the terms of the lease, subject to consent of the City.

Staff recommends: The City consent to the requested assignment of the ACP Office I, LLC lease for Lots 22, 41 and 42 to TPF VI LLC, subject to review by the City Attorney's Office.

Mr. Servo asked what the intended use was; Ms. Bennett noted that Mr. Killgallen had been unable to attend this meeting, but she understood that it would continue as an office building similar to its present use.

Motion was made by Mr. Milledge and seconded by Mr. Petreccia to approve the staff recommendation. In a voice vote, motion passed unanimously.

Update Items

A. Presentation: Fire Department - Update on Downtown Helistop Emergency Response

Assistant Fire Chief Steve McInnerny

Mr. Cervasio introduced Assistant Fire Chief McInnerny to discuss the Fire Department's emergency response drills at the Helistop.

Assistant Chief McInnerny explained that they had held drills at the Helistop since the parking garage was built. He informed the Board that they performed drills at the Helistop every year, the last being last Monday, Tuesday and Wednesday nights, performing full-scale, real-time stopwatched scenario drills. Assistant Chief McInnerny explained that the only issue at the Helistop was the slow elevators, which they did not rely on anyway. He informed the Board that Broward General had just opened a heliport for the trauma center and they had conducted drills there as well.

Mr. Aston asked what response plans were in place if an accident were to occur immediately before landing or after takeoff, when wreckage could be strewn about the surrounding area. Assistant Chief McInnerny said that both medical and fire aspects were always addressed in their drills. Mr. Aston asked to attend one of the Helistop drills and Assistant Chief McInnerny agreed to let him know.

B. Noise Compatibility Program

Noise Abatement Program:

Mr. Harrison declared that many accomplishments were achieved in 2005 to enhance and promote the noise abatement program. These included implementation of the newest version of the Airport Noise and Operations Monitoring System, presentation of the Achievements in

Community Excellence Award to the Air Traffic Control Tower, coordination of pilot workshops to inform operators of the noise abatement procedures, and the development of a new Noise Abatement Procedures book insert for pilot manuals.

Mr. Harrison continued that as part of the Airport's community outreach, staff had attended numerous community association meetings throughout the year. They had also attended several noise conferences and seminars to remain current on noise issues and technology and continued to explore new ways to help enhance the noise abatement program and reduce aircraft noise over the neighborhoods.

Hurricane Damage:

Mr. Harrison announced that with the exception of noise monitor #3, all noise monitors had been returned to service and were operating properly.

Runway 08/26 Closure:

Mr. Harrison stated that runway 08/26 would be closed on Sunday, January 29, 2006 from 1 AM to 4 AM for repairs to Runway Threshold Lighting. Runway 13/31 would be open, temporarily routing traffic over communities north and south of FXE.

Noise Program:

Ms. Marcia Gallagher, Tamarac Resident, said, "it's been awful lately", and informed the Board that she had asked the Tamarac Commission to schedule a workshop agenda item regarding noise from FXE. She felt it had gotten better for a while, but had recently been much worse, and she at times found it difficult to have a conversation in her living room. Ms. Gallagher said that when the Part 150 Study was done, she understood that if the recommendations sent to the FAA were not approved, they would undertake a Part 161 Study but this had not happened.

Mr. Milledge asked if Ms. Gallagher felt there was more traffic; she said traffic was flying lower. She felt this made a big difference. She also thought that the number of Gulfstreams had increased. Mr. Milledge asked Ms. Bennett to investigate the approaches of the Gulfstreams to see if they could adjust their angle and Ms. Bennett agreed to work with Mr. Harrison in this.

Mr. McKaye said the noise had increased steadily over the last two to three years. He had especially noted more and more helicopters directly over his house, and planes flying straight down 28th Avenue. Mr. McKaye said he received many complaints from residents saying they received no response when calling the tower. Ms. Bennett said that in the fall, Ms. Deardorff had performed extensive outreach with the helicopter operators, but perhaps she and Mr. Harrison should renew those efforts. Over the years they had achieved success in coordinating the tower and the helicopter operators to specifically avoid that residential area.

Ms. Bennett stated that she was meeting with the City Manager of Tamarac in the next few weeks and would report their progress on these items to him when they met.

Mr. Iversen said he understood that they were pushing ahead to find out where they stood so they could consider a Part 161 Study, and Chair Brenneman confirmed this. Ms. Gallagher said that when the Part 150 was done, she thought they were prepared to go along with the 161 Study and she was discouraged that now, two years later, they still had not done it. Chair Brenneman explained that the process was lengthy and assured Ms. Gallagher that airport staff was industriously pursuing every element of the Part 150 Study. Ms. Gallagher asked about updates on the Part 150 Study and Chair Brenneman informed her that airport staff regularly updated the Board on their progress.

Mr. Iversen said he did not agree with this. He remembered the consultant informing the Board that it would take five months to report back to the Board. Mr. Iversen said they needed to know where they were heading because this was the one vehicle in FAA regulations that allowed them to develop rules and regulations on single-event entities. Ms. Bennett said they were working with the consultant to update the noise contours and develop some "what if" scenarios so the City could make a recommendation. Ms. Bennett explained that the FAA and courts' interpretation of 161 was that any restriction that was contemplated must be related to contour benefits. If the contour would not shrink, the restriction could not be implemented. This was why they had recommended that the consultant update their contours.

Mr. Don Campion, Banyan Air, pointed out that January through April saw an average increase in his business of 18 – 24%. He added that when the wind was from the northwest, smaller planes using runway 31 would circle Tamarac neighborhoods to make their turns.

C. FAA's Response to Flight Restrictions at Pompano Beach Airpark

Ms. Bennett informed the Board that Mr. Erskine was not present because his wife had given birth to their second child last night.

Ms. Bennett referred to Mr. Erskine's memo and reminded the Board that at the January 22, 2004, AAB meeting, staff updated the Board regarding an ordinance adopted by Pompano Beach restricting flight training operations at Pompano Beach Airport and the Board had unanimously endorsed a motion opposing the flight restrictions and recommended that staff communicate the Board's opposition to the City Commission. Ms. Bennett had provided the Board with copies of the two letters sent to the FAA and the City of Pompano Beach as a result of the Board's motion.

Ms. Bennett informed the Board that on December 15, 2005, the FAA had issued a Director's Determination finding that Pompano Beach was in violation of the obligations set forth in the

1947 and 1948 Quitclaim Deeds. The FAA had instructed Pompano Beach to cease enforcement of its restrictions and stated that continued noncompliance could be grounds for the FAA to withdraw its consent for the City to use Air Park property.

The Board was also provided with a copy of a report created by Kaplan Kirsch and Rockwell LLP highlighting the main points of the 53-page FAA Directors Determination.

D. Development and Construction

Runway Safety Action Team (RSAT)

Mr. James stated that on January 18, 2005, the FAA's Runway Safety Action Team held a meeting with staff from the Airport, Air Traffic Control Tower, Florida Department of Transportation, tenants and users to discuss progress in successfully reducing runway incursions at FXE.

Mr. James noted that improvements made over the past four years had been beneficial in reducing and preventing runway incursions. The installation of new gates and fencing and an enhanced security access program had significantly reduced unauthorized entry onto the Airport Operations Area. They had also continued proactive training programs.

Mr. James agreed to keep the board updated regarding the runway safety program.

Challenge Air for Kids and Friends

Mr. James announced that on Saturday, January 28, 2006, Challenge Air for Kids and Friends would hold a Fly Day from 9:30 a.m. to 5:00 p.m. at Banyan Air Service, 5540 NW 21st Terrace. On Fly Day, free airplane rides would be given to any physically challenged child or young adult registered prior to the event. For more information about how to volunteer or to contribute a gift, Mr. James advised everyone to call (214) 351-3353, extension 14, or to visit Challenge Air's website at www.challengeair.com or www.challengeair.org.

E. Arrearages

There were no arrearages to report.


F. FLL Update

Mr. Pollock was not present to provide a report.

Other items of interest

Chair Brenneman announced that the next Aviation Advisory Board meeting would be held Thursday, February 23, 2006 at 1:30 pm.

There being no further business before the Board, the meeting adjourned at 3:21 p.m.


Bunney Brenneman, Chairman

PLEASE NOTE:

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.